

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.
MEDITERRANEAN AND BLACK
SEA PORTS.
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON AND ANTWERP.

ON THURSDAY, the 19th July,
1894, at Noon, the Company's
S. S. *PRINCE* Commandant du Temple,
with MAELS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
export in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 9th July, 1894.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
9th July, 1894. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

I. MARIN,
Acting Agent.

Hongkong, June 27, 1894. 1071

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S. S. *ARABIC* will be despatched
on SATURDAY, the 12th July, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Return
Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, July 2, 1894. 1063

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND RETURNING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
NEW YORK* will be despatched for
San Francisco, via Yokohama, on WED-
NESDAY, the 23rd Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Danzon, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

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Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, July 2, 1894. 1066

Intimations.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT.

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondence, Letters; and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Mr. Andrew Wind,
NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;
is authorized to receive Subscriptions,
Advertisements, &c., for the *China Mail*,
Overland China Mail, and *China Review*.

Intimations.

CARLTON WHISKY
ELEVEN YEARS OLD AND FIVE YEARS OLD

GOLD MEDAL AWARDED AT CALCUTTA EXHIBITION 1884.

During recent years the art of distillation in Scotland has developed into several distinct and recognised
systems; and at the present day there are four distinct classes of spirits distilled, viz., Highland Malt, Lowland
Malt, Patent Malt, and Grain, in each of which there are various grades of quality.

The Whisky distilled north of the Grampians is styled "Highland Whisky," and that south of this hill
boundary "Lowland Whisky." Highland Whisky is the produce of numerous "small stills," worked for the
most part upon the old original system of distillation, a process by which a much smaller extract is produced
from a given quantity of grain as compared with the system of distillation prosecuted throughout the Lowlands
of Scotland. Highland Whisky is obtained from fine barley, fully malted, and from clear, soft, delicious
mountain water. The barley is kiln-dried by peat fuel, which is cut from the mossy peats of the mountains,
the whole process of distillation being conducted on a system on which all that is natural and unadulterated.
Hence the unadulterated character, style, and flavour, of this highly appreciated beverage.

Lowland Malt is distilled on a much more extended scale. The system embraces all that science can give
to produce quantity at the least possible cost. The grain used is usually of inferior quality to that used in
Highland stills, and the process is one of hurry and forcing. The quality and value of Lowland Malt is, there-
fore, far short of Highland Whisky; and the produce of such Lowland stills may be recognised by its rough,
plain, general character, without the higher and nobler character of Highland Whisky. These can be distilled from almost any
unmalted grain and from other glutinous substances, and are distilled in large quantities for rectifying and
mixing purposes. They fall short in value of the Lowland Malt.

From their much lower price, and from their greater nearness to the principal ports of shipment, Grain
and Patent Malt, or blends of these and Lowland Malt, have hitherto, almost without exception, been
exported to the colonies, &c.

Having, after our research and experiment, satisfied ourselves that Highland Malt Whisky is the "original
Scotch Whisky," and the highest type of alcohol, we set ourselves to ascertain the condition under which it
could be presented to the public in its best form; and we found that the compositors of many years ago, re-
cognising the exaggerated characteristics possessed by all the higher brands of real Mountain Dew, discovered
that the judicious blending of the produce of various "small stills" secured a more perfect and palatable
character to the spirits as created, than one strongly exaggerated character being met by others of a like though
opposite nature, and the result being complete harmony, softness, fullness, and delicacy of style. We also
found that, after selecting a blend of those "small stills" Highland Whiskies, the next essential requirement
was age. No artificial process of mellowing, or any system of double distillation, can give to the Whisky the
characteristics developed by time. This fact can be better understood when we explain that the produce of
some distilleries matures in a shorter space of time than others, but all require several years to develop those
delicate and beautiful ethers (or aromas) in which maturity consists.

The leading members of the Medical Profession are now unanimous in recommending High-Class Whisky,
naturally and thoroughly matured, as the most wholesome stimulant; and its value in this respect is daily be-
coming more widely understood, and its use increasing in a corresponding degree.

With these remarks, we have pleasure in announcing that we hold in bond, in London and Inverness, a
very large stock of the produce of the most famed "small stills" in the Highlands of Scotland, blended and
matured. These Whiskies are matured in sherry wood, and have a yellowish or straw-coloured tinge, and are
guaranteed entirely free from fusil oil and other noxious impurities, the natural attendants of imperfectly
produced spirits.

We have resolved to identify ourselves with genuine Highland Malt Whisky only; to select, blend, and
store the same under a system that will enable us to ship this article of the highest possible type, uniform in
style, and thoroughly matured.

The "Carlton" Whisky has a great reputation in the principal London Club Houses; it is of rare quality,
age, and excellence.

CAUTION.—It has come to the knowledge of the shippers of the "CARLTON"
Whiskies that the empty bottles have been dishonestly refilled with the poisonous trash
very often sold in China under the name of Whisky. This is therefore to caution con-
sumers to carefully examine the Capsules and Corks to see they have not been tampered
with; also that the Corks, Capsules and Labels are branded with Trade Mark.



CUTLER, PALMER & Co.,

AGENTS FOR CHINA.

Shippers—RICHD. MATHEWS & Co.,

"CARLTON" WHISKY MERCHANTS, LONDON.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the
Shipping off midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the P. and O. Co.'s Factory. 3. From P. and O. Co.'s Factory to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Alwino	21100	Ger.	29	Wielor & Co.	Yokohama & San Francisco	12th inst.
Arable	2787	May	28	O. S. S. Co.	Bombay, &c.	8th inst.
Bangalore	1309	June	21	O. S. S. Co.	Singapore	8th inst.
Cassandra	1007	June	21	O. S. S. Co.	Singapore	8th inst.
Catubuhana	1406	June	30	Gibb, Livingston & Co.	Singapore	8th inst.
C. T. Hook	902	May	10	Thos. Howard & Co.	Singapore	8th inst.
Danube	601	July	1	Yuen Fat Hong	Bangkok	5th inst.
Devonshire	1560	June	23	Russell & Co.	Shanghai	12th inst.
Eden	614	July	1	Russell & Co.	Amoy & Manila	5th inst.
Emu	981	May	1	Russell & Co.	Amoy & Manila	5th inst.
Esmeralda	117	July	1	H. K. & W. Poon Dock Co.	Tug Plying	
Glenavon	1386	June	2	Siemens & Co.	Singapore	
Hainan	281	Nov.	28	H. K. & W. Poon Dock Co.	Singapore	
Harbin	1196	June	23	Russell & Co.	Singapore	
Hector	1389	July	3	Butterfield & Swire	Singapore	
Hiogo	981	May	1	Butterfield & Swire	Singapore	
Lennox	1327	June	23	Jardine, Matheson & Co.	Singapore	
Mary Austin	140	June	5	Alexander Levy	Singapore	
Masalia	1293	June	30	Siemens & Co.	Singapore	
Miramar	821	June	22	Butterfield & Swire	Singapore	
Nippon	435	July	1	A. R. Marty	Singapore	
Nippon	149	June	14	Siemens & Co.	Singapore	
Ocean	1006	July	2	Wing	Singapore	
Sea Gull	48	Nov.	28	H. K. & W. Poon Dock Co.	Singapore	
Shanghai	878	June	24	Adamson, Bell & Co.	Singapore	
Siki	1310	June	24	Adamson, Bell & Co.	Singapore	
Taiwan	1009	June	24	Butterfield & Swire	Singapore	
Tenzer	1324	July	3	Butterfield & Swire	Singapore	
Thibet	1671	June	30	P. & O. S. N. Co.	Singapore	
Triumph	674	July	2	Wielor & Co.	Singapore	
Yamashiro Maru	1560	July	2	Adamson, Bell & Co.	Singapore	
Sailing Vessels						
Adole	7	Ger.	1133	June	2	Melchers & Co.
Alexa	4	Brit.	428	June	14	Adamson, Bell & Co.
Alice Muir	2	Brit.	480	July	1	Chinese
Andrew Jackson	4	Paino	1094	May	31	Order
Anna Nielsen	4	Prusen	694	July	1	Wielor & Co.
Anna W. Weston	3	Winnon	704	June	30	Bun Hin Chan
Billy Simpson	2	Brown	432	June	10	Chinese
California	2	Sobrado	320	June	14	Lane, Crawford
Carl Ritter	4	Mahl	598	June	11	Siemens & Co.
Centaur	3	Offerson	408	July	2	Wielor & Co.
Champion	8	Stern	808	June	4	Melchers & Co.
El Capitan	8	Sawalt	149	June	14	Siemens & Co.
Ellie	8	Winters	884	May	31	Melchers & Co.
Ellen	2	Anthony	490	June	20	Order
Estelle	2	Schneider	200	June	20	Butterfield & Swire
Figaro	7	Muller	1007	May	14	Arnold, Harberg & Co.
Forest King	7	Lockhart	1008	May	31	Russell & Co.
Georgetown	5	Brit.	140	July	1	Chinese
Great Admiral	5	Rowell	1497	June	7	Capitan
Hornauar	7	Clane	1018	June	7	Russell & Co.
Hugo & Otto	3	Kaest	370	June	22	Order
Lady Harwood	3	William	382	June	21	Wielor & Co.
Leonora	5	Peterson	1429	June	10	O. S. S. N. Co.
Macdon	2	Siam	1429	June	30	Chinese
Macedon	2	Hind	1438	June	30	P. & O. S. N. Co.
Marie Louise	3	Behring	916	June	30	Melchers & Co.
Marion	7	Sanguinetti	935	June	13	Capitan
Matilda	2	Merriman	849	June	10	Jardine, Matheson & Co.
Madora	7	Curtis	770	June	14	Order
Meridian Light	1	Brit.	1659	June	30	Capitan
Queen of England	5	Siam	542	July	1	Chinese
Schiller	7	Steinbome	1227	June	22	Melchers & Co.
Spartan	2	Krosely	749	Mar.	31	Russell & Co.
Three Brothers	2	Kalko	306	June	16	Chinese
Union	3	Pace	735	July	1	Order
Wildwood	4	Sawyer	1009	June	4	Melchers & Co.
Wm. Phillips	1	Potter	508	June	21	Jardine, Matheson & Co.

Her Britannic Majesty's Ships in the China Squadron.

Name.	Rig.	Tons Displ.	Guns.	L.H.P.	Captain.	Where at.
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Shanghai
Audacious	double-screw iron frigate	6010	14	4330	Captain Pearson	Yokohama
Champion	corvette	2380	14	2340	Captain A. T. Poynter	Amoy
Cochet	corvette	2380	14	2310	Captain H. N. Hopkely	Shanghai
Cornwall	corvette	465	4	470	Lieut.-Com. Robt. L. Groome	Chaofoo
Cumaco	corvette	2383	14	2540	Captain Anstruther	Shanghai
Daring	composite sloop	940	4	820	Commander Lawrence Ching	Canton
Esk (Tender to Flying Fish)	double-screw gunboat	360	3	340	In reserve	Hongkong
Flying Fish	gunboat	430	4	455	Commander E. H. Gamble	Shanghai
Forster	sloop	140	4	1440	Captain J. P. Macleod	Nagasaki
Foxhound	double-screw gun-vessel	490	4	490	Commander John Hope	Shanghai
Linnet	gunboat	450	4	470	Lieut.-Commander McQuhae	On a cruise
Merlin	double-screw gun-vessel	767	5	1050	Commander Geo. W. Hill	Pakhoi
Merlin	gunboat	430	—	—	Commander R. B. G. Brenton	Poonchow
Midge	double-screw gun-vessel	465	4	470	Commander Hethin	Tientsin
Pegasus	composite screw sloop	1130	6	970	Commander Bickford	Singapore
Sappho	corvette	1370	12	2360	Captain J. R. T. Fullerton	Shanghai
Swift	double-screw gun-vessel	734	6	1010	Commander Wm. Collins	Hongkong
Tweed	double-screw gunboat	360	3	340	Lieut.-Com. Chas. I. Briggs	Hongkong
Victor Emanuel	receiving ship	3087	20	—	Commodore Morant	Hongkong
Vigilant	paddle dispatch-vessel	835	2	1230	Lieut.-Com. Maxwell	Shanghai
Vivian	turret-ship	1500	4	1450	In reserve	Hongkong
Zephyr	gunboat	490	—	530	Lieut.-Com. Chas. K. Hope	Singapore

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

Vessel's Name.	Port of Origin.	Destination.
Whampoa	Amoy, str.	
Oanton	Brit. str.	
Cruador	Brit. str.	Hongkong
Fushun	Brit. str.	Hongkong
Yung Ching	Chi. str.	
Maao	Chi. str.	Canton
Kiang-ping	Chi. str.	Canton

SWATOW.
In port on June 24, 1894.

Jane Maria	Brit. bgo.
Tay Watt	Siam. bgo.

AMOI.
In port on June 24, 1894.

Daniel	Ger. bgo.
Francisco	Ger. bgo.
Mary Stewart	Brit. bgo.
Osar Mooyor	Ger. bgo.
Waggon	Ger. sch.

FOOCHOW.
In port on June 21, 1894.

Benarty	British	London
Candianshire	British	London, &c.
Glenagles	British	London
Hachin	British	Shanghai
Kilmarly	British	Australia
Monmouth	British	London
Suez	British	Australia
Tamsui	British	New Zealand
Teucer	British	London
Whampoa	British	Sydney
Hedvig	Brit. bgo.	Tientsin
Krist. Nielsen	Amer. bgo.	

SHANGHAI.
In port on June 23, 1894.

Bengloo	British	London
Benlarig	British	London
Brennanshire	British	London
Cyclops	British	London
Douglas	British	Hongkong
Fushun	British	Hongkong, &c